RFD Training Newsletter

July 2015

July Highlights

Captains Exam

Captains Exam

The captain's exam will consist of a written exam, oral interview, presentation, assessment center, and practical evolutions. The exam will focus on the required skills necessary to perform in the position of fire captain.

New Hire Mini-Academy (2 Weeks Long)

Truck Skills Review Day – Instructional Truck Evolutions by the Training Division

Large Animal Rescue Training – Implementation of the HART Team

The Pumpers Local

Thanks to Engineer Cabrera's input for this article

Engineer Responsibilities

WHAT IS THE JOB OF AN ENGINEER?

Medical Aids – Tips for the Engineer

Why are response times so important?

Get to the call in the most expedient and safest manner. Take the shortest and safest route.

You are the unofficial safety officer for the crew.

Turn off code-3 lights when safe to do so after arriving on scene, especially late at night.

Leave driveway open for ambulance. This is the pathway for gurney, and personnel.

Assist crew as needed with patient care.

Monitor the radio, and notify captain if you hear other calls in your district.

Is AMR having difficulty finding the call? Monitor Bendix King (Med 2).

Check map to find quickest way back to major streets. Don't just stand around. Plan for the next call.

Have unit positioned for quick response if possible. Be ready for the next call. Don't get blocked in by AMR. Have unit facing out, or use street cones to prevent AMR from parking behind you and blocking you in.

Get restock from AMR ASAP---Get ready for next call.

The Pumpers Local

Engineer Responsibilities

WHAT IS THE JOB OF AN ENGINEER?

Structure Fires – Tips for the Engineer

Have a map in your bedroom, and study your district. Learn the most direct route to bording districts. Study your hundred blocks.

Do you know the locations of standpipe, and FDC connections for Target Hazards in your first, and second in districts?

Advise Captain ahead of time if you need help with directions.

Pull up preplan while crew is getting dressed (use MDC preplan also)

You are second setof eyes for the Captain at all times! Be a good safety officer.

Listen to the radio traffic en route! What will be your assignment when you arrive on scene?

Use proper apparatus placement, and leave room for the truck.

Think outside the box on working structure fires. Are there secondary ladders in place to the roof, and windows? Is there a hose line pulled for the truck company assigned to vertical ventilation?

Teach your crew to roll up windows & close doors on working incidents.

Teach your crew members to account for all tools and inventory of equipment during working incidents. Crew members must advise the engineer when pulling equipment off of the apparatus.

Report on Conditions by Engineer Tasker. Series 3 of 3

10. **Commercial Over Parking**
    a. **Description:** Commercial space located directly above a parking area.
    b. **Report on Conditions:** "Riverside Engine 10 is on scene of a 2 story, large commercial over parking occupancy. We have one vehicle well involved..."

11. **Residential Over Parking**
    a. **Description:** Residential space located directly above a parking area.
    b. **Report on Conditions:** "Riverside Engine 3 is on scene of a 2 story, multi-family, residential over parking occupancy, with smoke and fire showing from one unit on the second floor..."

12. **Hillside Construction**
    a. **Description:** Structures may be built on a hillside that hides the actual dimensions and additional levels of a structure.
    b. **Report on Conditions:** "Riverside Engine 1 is on scene of a single story, single family residence with hillside construction. We have smoke showing from the rear…"
        i. Important to complete your 360 and update your report on conditions when an update is warranted
            1. Ex: "Riverside, Downtown IC with an updated report on conditions… After completing a 360 walk around, we are working with a 3-story hillside constructed single-family residence. The main entry from the Alpha side will be designated as Division 1."

Short Set or Full Set

By Chad Selk

Working on the Truck

Placement, in regards to truck company operations, simply refers, to how and where an apparatus is placed at the scene. Virtually all fire incidents require apparatus placement in some way. The success of most fire ground operations depends, directly or indirectly, on the operations effective placement of fire apparatus. An important concept to remember is that there is a direct relationship between apparatus placement and function. Incorrect placement can slow or hinder critical operations. Truck company placement cannot be addressed specifically without discussing engine company placement; consequently the information in the training letter is also relevant for engine company members, as they should understand how their placement affects the truck company. Ideally, the two operations will be complimentary.

Strategic Planning/ Priorities

At an emergency scene, apparatus placement should be made with a specific plan or goal in mind. It cannot be overstated that proper truck placement during the initial stages of the incident is critical to the overall success of the operation. Truck company functions like forcible entry, ladder placement and ventilation are crucial actions that, if not done correctly, will adversely impact the whole incident to a certain degree.

In this article we will be looking at the tiller position and how to determine, based off of their positions in the tiller seat, if a full set is possible or if the truck will have to perform a short set operation.

The tiller has a great vantage point being seated up high in the vehicle. The tiller can see much farther ahead over the vehicles to the front, and a completely unobstructed view to the rear.

From this position what points on the truck can you use to assist the operator in determine if a full set is possible.

If you look to the left and right side of the truck you can use the body of the truck to determine if a full set is possible or if the operator will have to reposition the truck for a full set spot.

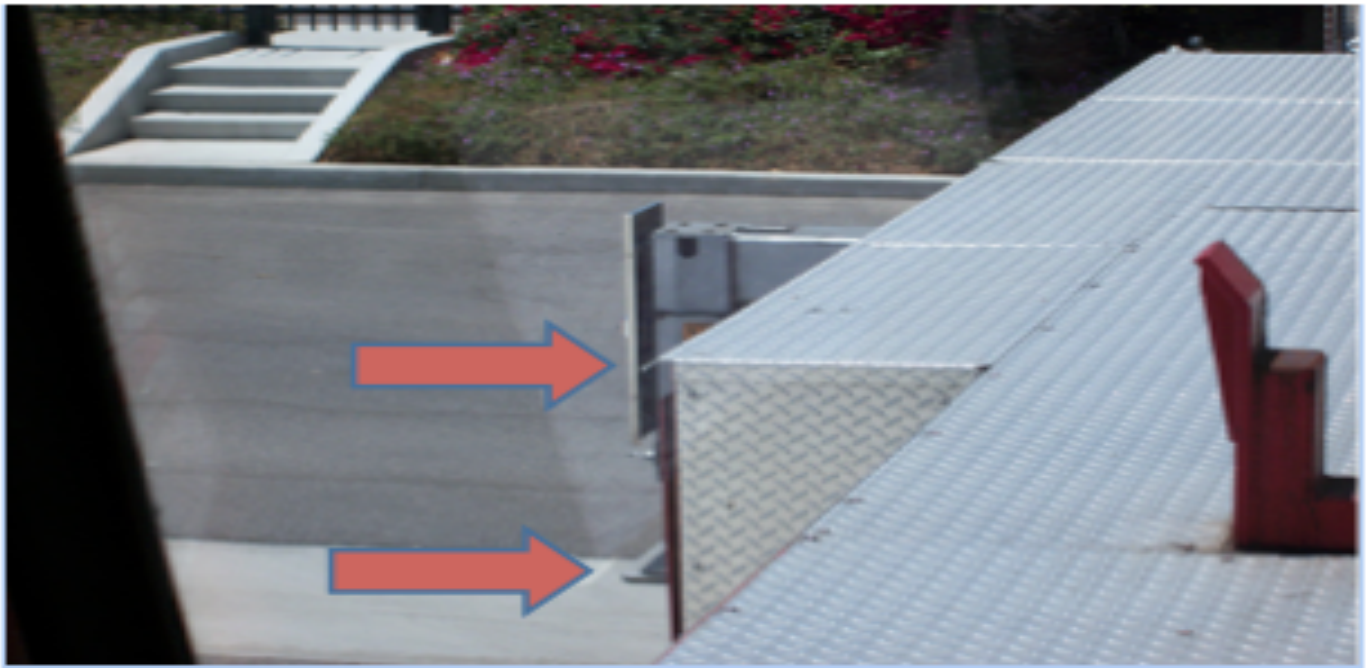
Closer look…

From the tiller position he/she can communicate with the operator as to the clearance for the jacks. In this photo from the tiller seat, you can use the sides of the truck as reference points for jack deployment. From this slide you can see if there is enough clearance on the right and left side of the truck for full deployment of the jacks. Depending on the situation, if the truck needs to short set due to obstacles, the tiller person can communicate this with the operator and position the truck accordingly

Please contact Engineer Selk for additional information.

Truck Skills Review Days

Next Drill: RIC on High Rise Incidents. RIC Strips & Connecting to standpipe on the floor below.



From a closer look you can see how the line of the body can be used as a reference point.
Another critical reference the tiller person can see, once the jacks are deployed, is there anything in the street that stop the jack plates from making full contact with the ground. Examples of this would be, reflective hydrant markers, and rain gutters.

This reference point will work on all of our current trucks with the exception of T51.

Please contact Engineer Selk for additional information.

Quote of the Day

Truck Company Officers set the standard for the company and must be responsible for developing appropriate expertise in company personnel, set fireground prioroties, and determine the very success of the truck company.

J. Mittendorf LAFD

Mentoring & Promotional Section

The vital link between Management & Operations

THE FIRE CAPTAIN

Company Officers are the vital link between management and operations. Some may say that company officers set the standard for the entire department. Company Officers must exhibit positive leadership skills, effective management skills, and strong supervision skills. Be a coach, mentor, teach, enforce, and be approachable. Show consideration for diversity, acknowledge accomplishments, treat people fairly, and communicate effectively. Understand vicarious liability, ethical decision-making, and logic. Do what is right for the organization, the community, the employee, and you.

Leadership – Act of controlling, directing, conducting, guiding, and administering through the use of personal behavioral traits or personality characteristics that motivate employees to the successful completion of an organization's goals.

Management – Act of controlling, monitoring, or directing a project, program, situation, or organization through the use of authority, discipline, or persuasion.

Supervision – Act of directing, overseeing, or controlling the activities and behavior of the employees who are assigned to a particular supervisor.

Watch the video Leading the Leaders – Mike Piland (Cut & Paste Link Below)

https://www.youtube.com/watch?v=HZc_CdQuBQ4

EMS

Recently NAEMT and the American College of Surgeons have updated and released the 8th Edition of Prehospital Trauma Life Support (PHTLS). The information is applicable to both paramedics and EMT's. The new edition brings several new changes, and continued emphasis on some current treatments and practices. One of the new sections is 'The Golden Principles of Trauma Care". It includes 15 key points that are emphasized in the new updates. This will be one of three articles that will review the new standards in trauma care.

1. Ensure the safety of Prehospital Care Providers and the Patient. Scene safety remains the highest priority on arrival to medical calls. Hazards can include traffic, violent patients/ bystanders, hazardous materials, fuel spills, fire and downed power lines. Another fundamental aspect is the use of PPE's for protection against bloodborne pathogens and other potentially infections materials (OPIM's).

2. Assess the Scene Situation and Determine the Need for Additional Resources. A rapid scene size up will determine the need for extra personnel and equipment. Identifying potential MCI's or the need for specialized rescue equipment is paramount for mitigation.

3. Recognize the Kinematics That Produced the Injury. Understanding the principles of kinematics leads to a better patient assessment. Knowledge of specific injury patterns aids in predicting injuries and where to examine. The kinematics may also play a key role in determining the destination facility for a given trauma patient. Remember, speed kills.

4. Use the Primary Assessment to Identify Life Threatening Conditions. The central concept in the PHTLS program is the emphasis on the primary assessment (primary survey) adopted from the Advanced Trauma Life Support (ATLS) Program for Physicians. This brief survey allows vital functions to be rapidly assessed and life threatening conditions to be identified through a systematic evaluation of ABCDE: airway, breathing, circulation, disability and expose/ environment.

The primary assessment involves a "treat as you go" philosophy. As life-threatening problems are identified, care is initiated at the earliest possible time. Although taught in a step wise fashion, many aspects of the primary assessment can be preformed simultaneously.

EMS

5. Providing Appropriate Airway Management While Maintaining Cervical Spine Stabilization as Indicated. Management of the airway remains the highest priority in the treatment of critically injured patients. This should be accomplished while maintaining the head and neck in a neutral in line position, if indicated by the mechanism of injury. The need for advanced or complex airway management and choice of technique and device for securing the airway, depend on the crucial thinking skills of the provider as well as factors such as the training level and skill of the prehospital provider, the ease of management, anatomic considerations, and the time needed to reach the receiving facility.

One study has shown that prehospital patients with significant injuries who are managed by endotracheal intubation versus those managed by bag valve mask ventilation prior to arrival at a trauma center have the same outcome. *In some circumstances, such as given the close proximity of an appropriate receiving facility, the most prudent decision may be to focus on the essential skills of airway management and rapidly transport the patient to that facility*. Bag mask ventilation must be preformed correctly and with the same attention to the details of adequate ventilation as when endotracheal intubation is preformed.

Engineer Chuck Clements